

**TRAFFIC ANALYSIS – Fairhaven District  
City of Bellingham – October 2011  
EXISTING AND FUTURE TRAFFIC CONGESTION**

**Arterial Street Network**

The Transportation Element of the Comprehensive Plan examines the arterial street network described above and identifies the long-range transportation planning needs for street improvements based on travel demand model forecasts of land supply, zoning, future development potential, employment sites, and vehicle trip generation. Existing and future levels of service (LOS) are examined to ensure that they are within the acceptable range of the LOS standards adopted in the Transportation Element, as required by the Growth Management Act (GMA).

According to the most recent travel demand model forecasts produced in 2010-2011 by the Whatcom Council of Governments (WCOG), there do not appear to be any LOS concerns on any arterial streets within, or surrounding, the Fairhaven Urban Village. All of the arterial streets have available capacity to accommodate the additional traffic generated by the full build-out potential allowed by zoning in Fairhaven. Proposed rezones of industrial properties are unlikely to change this situation, even though mixed use development would produce more vehicle trips than industrial development on these sites.

| <b>Arterial Street</b>       | <b>Cross Street</b> | <b>2008 Peak LOS</b> | <b>2020 Peak LOS</b> | <b>2032 Peak LOS</b> | <b>Comments</b>                     |
|------------------------------|---------------------|----------------------|----------------------|----------------------|-------------------------------------|
| W Harris - WB                | 6 <sup>th</sup> St  | v/c 0.14 = A         | v/c 0.21 = A         | v/c 0.23 = A         | Truck/WTA GO/Train Station Route    |
| W Harris - EB                | 6 <sup>th</sup> St  | v/c 0.10 = A         | v/c 0.14 = A         | v/c 0.18 = A         | Truck/WTA GO/Train Station Route    |
| 10 <sup>th</sup> Street - WB | Curve               | v/c 0.03 = A         | v/c 0.03 = A         | v/c 0.04 = A         | Truck/WTA GO/Train Station Route    |
| 10 <sup>th</sup> Street - EB | Curve               | v/c 0.06 = A         | v/c 0.05 = A         | v/c 0.05 = A         | Truck/WTA GO/Train Station Route    |
| Old Fairhaven Pkwy-WB        | 20 <sup>th</sup> St | v/c 0.42 = A         | v/c 0.34 = A         | v/c 0.30 = A         | SR-11/Truck Route                   |
| Old Fairhaven Pkwy-EB        | 20 <sup>th</sup> St | v/c 0.49 = A         | v/c 0.46 = A         | v/c 0.39 = A         | SR-11/Truck Route                   |
| Old Fairhaven Pkwy-WB        | 24 <sup>th</sup> St | v/c 0.57 = A         | v/c 0.69 = B         | v/c 0.70 = C         | SR-11/Truck Route                   |
| Old Fairhaven Pkwy-EB        | 24 <sup>th</sup> St | v/c 0.59 = A         | v/c 0.70 = C         | v/c 0.69 = B         | SR-11/Truck Route                   |
| Old Fairhaven Pkwy-WB        | 30 <sup>th</sup> St | v/c 0.74 = C         | v/c 0.77 = C         | v/c 0.73 = C         | SR-11/Truck Route                   |
| Old Fairhaven Pkwy-EB        | 30 <sup>th</sup> St | v/c 0.77 = C         | v/c 0.80 = D         | v/c 0.83 = D         | SR-11/Truck Route                   |
| Old Fairhaven Pkwy-WB        | I-5 SB Off          | v/c 1.14 = F         | v/c 1.20 = F         | v/c 1.19 = F         | I-5 south gateway/SR-11/Truck Route |
| Old Fairhaven Pkwy-EB        | I-5 SB On           | v/c 1.26 = F         | v/c 1.34 = F         | v/c 1.36 = F         | I-5 south gateway/SR-11/Truck Route |

|                              |            |              |              |              |                                     |
|------------------------------|------------|--------------|--------------|--------------|-------------------------------------|
| Old Fairhaven Pkwy-WB        | I-5 NB Off | v/c 0.37 = A | v/c 0.46 = A | v/c .56 = A  | I-5 south gateway/SR-11/Truck Route |
| Old Fairhaven Pkwy-EB        | I-5 NB On  | v/c 0.87 = D | v/c 0.86 = D | v/c .79 = C  | I-5 south gateway/SR-11/Truck Route |
| 11 <sup>th</sup> Street - NB | Taylor St  | v/c 0.56 = A | v/c 0.62 = B | v/c 0.67 = B | Connect Downtown/WTA GO Line        |
| 11 <sup>th</sup> Street - SB | Taylor St  | v/c 0.56 = A | v/c 0.68 = B | v/c 0.70 = C | Connect Downtown/WTA GO Line        |
| 12 <sup>th</sup> Street - NB | Harris St  | v/c 0.56 = A | v/c 0.63 = B | v/c 0.67 = B | Connect Downtown/WTA GO Line        |
| 12 <sup>th</sup> Street - SB | Harris St  | v/c 0.57 = A | v/c 0.69 = B | v/c 0.71 = C | Connect Downtown/WTA GO Line        |
| 12 <sup>th</sup> Street - NB | Chuckanut  | v/c 0.24 = A | v/c 0.28 = A | v/c 0.27 = A | SR-11 south gateway                 |
| 12 <sup>th</sup> Street - SB | Chuckanut  | v/c 0.29 = A | v/c 0.34 = A | v/c 0.36 = A | SR-11 south gateway                 |

**Source: Whatcom Council of Governments (WCOG) Travel Demand Forecast Model 2011**

### **Intersections**

While there do not appear to be LOS capacity issues on any arterial streets in Fairhaven, a different situation may exist for some of the more prominent intersections in Fairhaven. LOS standards for arterial streets measure the ability for a street to carry a certain number of vehicles in a given time period and are typically derived from a macro-scale travel demand forecast model. LOS standards for intersections measure seconds of delay, vehicle queue lengths, and worst turning movements and require the creation of micro-scale intersection models using specialized micro-simulation software. While intersection LOS analysis is sometimes done for specific traffic impact analysis for private development proposals, or capital improvement alternatives analysis, it is not typically done for comprehensive or neighborhood planning purposes.

As development continues, it is likely that there will be increasing traffic congestion at both stop-controlled and signalized intersections, especially during peak traffic hours. The City does not have any plans to reconstruct, widen, or add turn lanes to any intersections in the Fairhaven area, because SR-11 (Old Fairhaven Parkway and 12<sup>th</sup> Street Bridge) is a southern gateway to the City to and from both Interstate 5 and Chuckanut Drive, and both the built (Urban Village) and natural (Padden Creek gorge) environment make intersection improvements financially unfeasible. Bellingham has adopted transportation policies to allow more traffic congestion in Urban Villages and at the edges of the City during peak traffic hours as follows:

**TP-12** To further support the Urban Village and infill strategy of the Land Use Element, the Bellingham City Council has adopted Peak Hour LOS E at p.m. peak hour, and where specific circumstances warrant, Alternative Peak Hour LOS F for transportation arterials where mitigation is difficult. The Council may, on a case-by-case basis, consider adopting Peak Hour LOS F, for other arterials as follows:

- 1.) On local arterials within designated Urban Villages;
- 2.) On local arterials that enter/exit the City; and
- 3.) On local arterials where mitigation is not feasible.

**TP-18** Transportation funding for widening of public roads at the edges of the City should be minimized and peak hour traffic congestion should be allowed to increase at entry and exit points to the City to discourage single occupancy vehicle work commutes from rural residential areas to urban employment centers.

The City's long-range transportation planning strategy is to create more opportunities and incentives for non-motorized and transit travel while de-emphasizing and creating disincentives for single occupancy automobile use, which is the primary cause of traffic congestion at intersections.